1000 Miglia Experience

Service Arrive and Drive

"ARRIVE AND DRIVE"

TRANSPORTATION AND CAR RENTAL • OUTFIT
TECHNICAL AND ADMINISTRATIVE ASSISTANCE
PHOTOS AND VIDEOS REPORTAGE

Scuderia del Portello
Alfa Romeo

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Scuderia del Portello Alfa Romeo

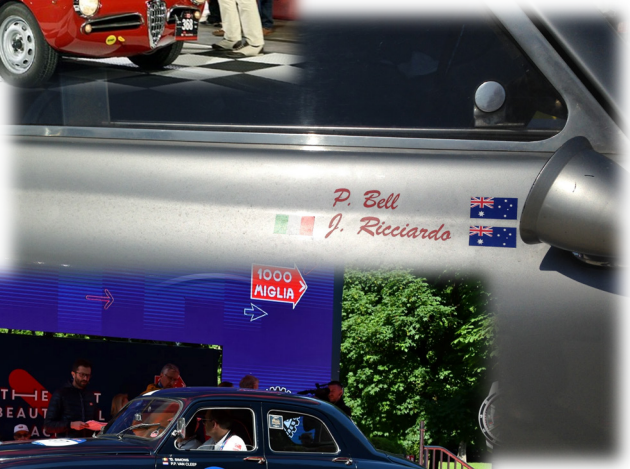
Scuderia del Portello was founded in Arese on 3 February 1982 in the Centro Direzionale Alfa Romeo, as an emanation of the brand, and its historical venue was in Milan, in via Traiano 35. Its name recalled the zone of the Milanese periphery where the first factories of the company were built. The team was conceived as a support and technical assistance structure for the Gentlemen Drivers who took part in races with Alfa Romeo cars of ceased production. Furthermore, its chart indicated as an aim also the promotion of the brand as well as the protection of its historical and technological patrimony, as a contribution to the history of racing.

Scuderia del Portello represents the "history of the Alfa Romeo Sports Brand", by organizing and taking part in major international races and in the most prestigious events dedicated to motorsport and to the historic cars racing.

Scuderia del Portello's logistic vehicles, and the vehicle fleet with prestigious running cars belonging to its members, make up the only **"Museo Dinamico Alfa Romeo storiche da competizione"** in the world.

THE 1000 MIGLIA REGULARITY RACE

Since1977 the “1000 Miglia” lives again as a regularity race for historic cars. Only the cars produced by 1957, and which took part (or were enrolled) in the original race can participate in the current editions. The course (Brescia-Rome – round-trip) follows, even if with some modifications, the one conceived for the original race. Every year the Scuderia del Portello takes part in the race with its cars driven by VIP and illustrious guests coming from all around the world.



ALFA ROMEO 1900 CORTO GARA

Year: 1952

Body: coupé

Engine size: 1884 c.c.

Power: 115 HP

Max speed: 190 km/h

Gearbox: 4 gears at the steering wheel + Reverse

It is the official Esperienza Alfa Romeo car used for the tests during the Mille Miglia in 1952, with an experimental AR1308 engine – drivers: Fangio, Cortese, Sanesi, Tadini and Dätwyler.

Only 7 pieces of this model were created, exclusively for the competitions; it took part in many editions of the1000 Miglia (in 2015 it was driven by Joe Ricciardo, the father of the F1 driver).

Only 2 pieces of this car currently exist in the world; it is an icon of the Alfa Romeo history in the races for its speed, performances and elegance. It was also used by Scuderia del Portello for some European championships for historic cars.

AVAILABLE FOR: ELIGIBILE 1000 MIGLIA, STATIC / DYNAMIC SHOWS AND CONCOURS D'ELEGANCE

ALFA ROMEO 1900 SUPER SPRINT

Year: 1955

Body: coupé

Weight: 1020 kg

Engine size: 1975 c.c.

Gearbox: 4 gears at the steering wheel + Reverse

In 1955 Alfa Romeo begun producing the 1900 coupé Super Sprint, asking the coachbuilder Touring to set it up. The 1900 Sprint Touring made its debut at the Salone dell'automobile in Turin in 1951. This Scuderia del Portello's car, fully restored, won the European Challenge for historic cars in 1989, participated in the 1000 Miglia race in 2016, in several editions of the Coppa Intereuropa in Monza and of the prestigious Goodwood Revival, driven by Arturo Merzario; in 2006 it won the 1st overall place in the Tour de España y Portugal, driven by the crew Marco Cajani – Savina Confaloni.

AVAILABLE FOR: ELIGIBILE 1000 MIGLIA, SPEED RACES ON THE TRACKS, REGULARITY RACES, MOTOR FESTIVALS AND CONCOURS D'ELEGANCE

ALFA ROMEO 1900 TI SUPER

Year: 1954

Body: sedan, 4 seats

Weight: 1200 kg

Engine size: 1895 c.c.

Power: 115 HP

Gearbox: 4 gears at the steering wheel + Reverse 1

This car of the Scuderia del Portello Alfa Romeo, original and perfectly preserved, took part in ten consecutive editions of the 1000 Miglia and in several editions of the Gran Premio Nuvolari and of the Coppa Intereuropa at the Monza race circuit. The "heart" of the 1900 TI Super is the engine, tuned up to meet the requirements of the drivers who took part in races in its category. This particular car is one of the only 10 models produced with a race 1308 engine, inspired by the coupé variation. It's a real jewel for its comfort, elegance and speed, despite the fact that it is 65 years old.

AVAILABLE FOR: ELIGIBLE 1000 MIGLIA, REGULARITY RACES, INCENTIVE EVENTS AND CONCOURS D'ELEGANCE

ALFA ROMEO 1900 TI

Year: 1954

Body: sedan

Weight: 1620 kg

Engine size: 1975 c.c.

Gearbox: 4 gears at the steering wheel + Reverse

This car took part in the 1954 edition of the famous Carrera Panamericana in Mexico with the crew Bonini – Zanaboni.

Perfectly restored, it still has the same equipment used 65 years ago for that event. The names of the sponsors on the hood and on the doors and the Mexican race numbers have been painted by hand like then. The 1900 TI is not different from the common 1900 as far as the body is concerned. The radical change is under the hood, in the carburetors and in the driveshaft which has been enhanced. Other changes are in the competition exhaust pipes, made of steel, and in the drum of the brakes that boasts a big diameter, anticipating those of the Super Sprint model.

AVAILABLE FOR: ELIGIBLE 1000 MIGLIA, REGULARITY RACES AND INCENTIVE EVENTS

ALFA 1900 TI “Clay Regazzoni”

Year: 1954

Body: sedan

Weight: 1140 kg

Engine size: 2300 c.c. (elaborated)

Power: 190 HP

5 speeds at the gearbox + Reverse – modified by Guidosimplex to be used by Clay Regazzoni and by paralegic drivers.

This car took part in several editions of the Carrera Panamericana in Mexico: in 1954 with the Equipe Alfa Romeo (used as test mule and extra car), in 1990 with the crew Cajani – Bonini, in 1991 driven by Chiavelli – Macellari and finally, in 2002, with Regazzoni – Hohenlohe. For the 2002 edition, the car was elaborated to race in the category “Turismo Mayor”, aiming to win the 1st overall place. In 2015 the total restoration begun, in order to bring the car to its current conditions, with the characteristics with which it participated in the Carrera Panamericana 2002, also with the same driving system wanted by Clay Regazzoni for paraplegic drivers.

AVAILABLE FOR: ELIGIBLE 1000 MIGLIA, REGULARITY RACES AND INCENTIVE EVENTS

ALFA ROMEO 1900 C SUPER SPRINT

Year: 1957

Body: coupé

Weight: 1000 kg

Engine size: 1975 c.c.

4 speeds at

the gearbox + Reverse

In 1956 the second variation of the 1900 coupé Super Sprint was introduced to the public, with Touring body. The Milanese atelier made an actual miracle, by considerably reducing the height and creating a modern, pleasant vehicle. This car, kept fully original by Scuderia del Portello, has taken part in the most glamorous and prestigious Italian events.

AVAILABLE FOR: ELIGIBLE 1000 MIGLIA, REGULARITY RACES AND INCENTIVE EVENTS

ALFA ROMEO GIULIETTA SEDAN, FIRST SERIES

Year: 1956

Body: sedan, 4 seats

Engine size: 1290 c.c.

Power: 53 HP

Max speed: 140 km/h

Gearbox: 4 gears at the steering wheel + Reverse

In 1950, the management clearly understood that the new Giulietta model would have become the most important in the Alfa Romeo history, representing the passage to the industrial modernity. With the Giulietta it was possible to enter in the "mass motorization", with a production of at least 200 pieces per day. It was introduced to the public at the Salone dell'automobile in Turin in 1955, and almost 132,000 pieces were built at the Portello factory in Milan – impressive figures at that time. Scuderia del Portello, over time, has restored and prepared 3 models from the 1st series and 3 from the 2nd series. This car, completely original, has often taken part in the 1000 Miglia.

AVAILABLE FOR: ELIGIBLE 1000 MIGLIA, REGULARITY RACES AND INCENTIVE EVENTS

ALFA ROMEO GIULIETTA SPIDER “SEBRING”

Year: 1956

Body: spider, 1 - 2 seats

Engine size: 1290 c.c.

Power: 94 HP

4 speeds at the gearbox + Reverse

The car raced in the Fifties/Sixties in America, in the SCCA, gaining a few victories. In 1956 and 1957 Alfa Romeo produced 17 Giulietta Spider Veloce cars of the kind 750G, developed from the common Spider Veloce (750F kind), in order to make them suitable for the races. Up to 1956, the rules and regulations for the Sports cars allowed to cover the passenger’s seat with a metal sheet and to use as a “windscreen” a small “windbreak” in front of the driver’s seat. Fifteen 750G cars were produced in this version, while two pieces were set up as two-seats cars, with the usual panoramic windscreen. After an in-depth restoration, the car was prepared by Scuderia del Portello to take part in the 1000 Miglia and in several other international races, on the streets as well as on the race tracks.

AVAILABLE FOR: ELIGIBLE 1000 MIGLIA, REGULARITY RACES, SPEED RACES ON THE TRACKS, STATIC / DYNAMIC SHOWS

ALFA ROMEO 1900 “MATTA”

Year: 1951

Body: jeep

Engine size: 1884 c.c.

In 1949/50, the Ministry of Defence made a competition announcement for the realization of a light SUV which could replace the indefatigable Jeep Willys and Ford bought from America. The FIAT company answered with the model “Alpina”, while Alfa Romeo with the “1900M”.

Six prototypes and 2,059 pieces were built from 1951 to 1955. Giuseppe Busso, Guido Moroni, and the colonel Ferruccio Garbari were among the designers and the test drivers of the first prototypes and of the advertising campaign. The “Matta” had also a career in the sports field: in1952 it won the Mille Miglia in its category (Military Vehicles).

AVAILABLE FOR: ELIGIBLE 1000 MIGLIA, REGULARITY RACES AND INCENTIVE EVENTS

Scuderia del Portello

SERVIZIO CORSE “ARRIVE AND DRIVE”

TRANSPORTATION AND CAR RENTAL - TECHNICAL ASSISTANCE - RACES ENROLLMENTS AND EVENTS - ASSISTANCE DURING THE SCRUTINEERING - OUTFIT - HOSPITALITY SERVICE - PHOTOS AND VIDEOS

- The price includes:
- ✓ **Servizio Corse “arrive and drive”**: car rental, technical and logistic assistance during the whole race, assistance during the phases of the check-in and of the signing on and scrutineering.
- ✓ Official Scuderia del Portello Alfa Romeo attire.
- ✓ RCA insurance.
- Not included: fuel and toll charges.
- Drivers must undersign the document of assumption of responsibility, taking away from the Scuderia del Portello every responsibility in case of damages to other vehicles or people. Drivers must pay the damages made to the car, to other vehicles and to people as well as the administrative and penal fines for breaking the street code.
- Payments via wire transfer

CONTACTS

Scuderia del Portello

www.scuderiadelportello.org | info@scuderiadelportello.org | +39 339 7373298